

Date:	10/12/2011	Bill:	HR 3116
Amendment No:	#1KKK		
<input checked="" type="checkbox"/> Voice Vote	<input type="checkbox"/> Record Vote No:		
Disposition:	Agreed to by VV		

**AMENDMENT TO THE AMENDMENT IN THE
NATURE OF A SUBSTITUTE TO H.R. 3116
OFFERED BY MR. KEATING OF MASSACHUSETTS**

At the end of title IX add the following:

1 **SEC. ____ . REPORT ON PROGRESS TOWARD CONDUCTING**
2 **SECURITY VULNERABILITY ASSESSMENTS AT**
3 **AIRPORTS IN THE UNITED STATES.**

4 (a) FINDINGS.—The Congress finds the following:

5 (1) According to a July 2011 interview with the
6 Government Accountability Office, the Transpor-
7 tation Security Authority (TSA) admitted to not
8 having conducted security vulnerability assessments
9 at 83 percent of airports in the United States. This
10 figure increased from 87 percent in 2009, but shows
11 little progress on the matter and leaves airport pe-
12 rimeters throughout the United States vulnerable to
13 security breaches.

14 (2) TSA identified security vulnerability assess-
15 ments, along with professional judgment, as TSA's
16 primary mechanism for assessing airport security
17 vulnerabilities in accordance with National Infra-
18 structure Protection Plan requirements.

1 (3) The Federal Government reports that be-
2 tween 1996 and November 2010, there have been 86
3 stowaways involving 76 flights, of which 68 were
4 fatal and 18 survived.

5 (4) In November 2011, Delvonte Tisdale stowed
6 away on a commercial jet at the Charlotte-Douglas
7 International Airport in Charlotte, North Carolina,
8 and fell out of the aircraft as it neared Boston's
9 Logan Airport. To this day, no comprehensive rea-
10 soning has been provided as to how Mr. Tisdale was
11 able to stow away in the wheel well of the aircraft.

12 (b) REPORT.—

13 (1) No later than 180 days after the date of en-
14 actment of this Act, ~~TSA~~ ^{The Secretary} shall issue a report to
15 Congress and the appropriate congressional commit-
16 tees, detailing TSA's progress toward conducting se-
17 curity vulnerability assessments at 100 percent of
18 airports in the United States. The report shall detail
19 the reasoning behind why TSA has currently con-
20 ducted these assessments at only 17 percent of air-
21 ports nationwide and how it will bring this figure up
22 to 100 percent in the next two years.

23 (2) The report shall include steps taken to in-
24 crease perimeter security since the incident involving
25 Delvonte Tisdale in November 2010.

1 (3) The report shall include a thorough expla-
2 nation of the conclusions reached by TSA during the
3 Tisdale investigation.



